a balance of 4711 decrees still to be executed. This is unsatisfactory and it should be possible to reduce pendency in this important branch of work very early. A report as to what progress is made in this direction should be submitted on the 1st July next for the orders of Government.

15. The fourteenth Mysore Provincial Conference was held at Mysore under the Presidency of Rajamantrapravina Mr. C. S. Balasundaram Iyer, Member of Council.

16. Government are pleased to note that the Department has done good work during the year under the direction of the Registrar Mr. K. H. Ramayya. There is however a very vast field before it as only 8·9 per cent of the population has till now been touched by the movement. Government trust that efforts will be made to extend the benefits of co-operation in parts of the State, especially the malnad where it has so far made little headway.

N. RAMA RAO,
Secretary to Government,
Development Departments.

GENERAL SECRETARIAT.

Exemption from payment of toll at the Belur Toll-gate.

ORDER NO. CAMP 5-7—R. M., DATED CAMP MYSORE, 11TH JUNE 1929.

Government are pleased to direct that cars, carts and other vehicular traffic that pay toll at the Belur Toll Gate be exempted from payment of toll again on the same day at the Chikkanhalli Toll Gate and *vice versa*. This may be included in the sale notifications in respect of these two Toll Gates.

B. NARAYANASWAMI IYENGAR,
Offg. *General Secretary to Government.*

Reduction of toll-gates (Provincial and District Fund.)

READ—

Government Order No. L. 8795-874—L. B. 49-25-28, dated the 9th June 1927, passing orders on the report of the Joint Toll-gates Committee about the establishment and administration of toll-gates on the Provincial, District Fund and Municipal Roads.

2. Government Order Nos. R. 5166-84—R. M. 9-27-4, dated the 13th January 1928 and R. 5942-60—R. M. 9-27-11, dated 6th February 1928 and R. 6338-56—R. M. 9-27-25, dated 13th February 1928, fixing the location of toll-gates to be newly opened on the State Fund Roads under the order of June 1927, and issuing instructions and revised rules in regard to the administration of the said tolls.

3. Government Order No. R. 8729-40—R. M. 9-27-53, dated 15th May 1928, passing orders on the report of the Toll-Committee appointed to review the arrangements ordered in the Government Orders referred to above.

4. Government Order No. L. 3940-64—L. B. 111-28-1, dated 1st December 1928, appointing a Committee consisting of the marginally noted gentlemen to go into the question of reducing the number of toll-gates established on the several Provincial and District Boards roads.

1. The Revenue Commissioner in Mysore (Chairman.)
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. The President, District Board, Hassan.
5. Mr. K. V. Anantaraman, B.A., Deputy Commissioner, Mysore.
6. Mr. Nilligiri Sanjiviah, Member, Representative Assembly.
7. Mr. M. S. Linge Gowda, Member, Representative Assembly.

5. Letter No. L. 6215—L. B. 111-28-23, dated 22nd March 1929, from the Secretary, Toll-gate Committee, forwarding the * report of the Committee.

(* Printed as annexure.)

ORDER NO. L. 8055-73—L. B. 111-28-30, DATED 31ST MAY 1929.

The Committee were asked to examine the question of reducing the number of toll-gates established on the several Provincial and District Boards Roads.

After a consideration of the several aspects connected with both the Provincial and District Fund Toll-gates, the Committee have made the following recommendations:—

(1) That there should be a distance of not less than 25 miles between two provincial toll-gates, that this rule should be strictly adhered to and those gates which did not satisfy the condition should be abolished but that there should be no limit as to distance as regards District Board gates and the discretion of the District Boards in the matter should not be interfered with.

(2) That Municipal Councils should be required not to levy tolls on through Traffic.

(3) That the following toll-gates should be abolished:—

(*a*) *Provincial.*—The toll-gates at Byrapatna and Avati in the Bangalore District; Gundlupet, Hampapur and Yelwal in the Mysore District; Thippaganahalli in the Kolar District; Bidarammanagudi in the Tumkur District; Kartikere in the Kadur District and Malur in the Shimoga District.

(*b*) *District Board.*—The toll-gates at Magadi-Huliyurdrug Road, Dobspet-Koratagere Road in the Bangalore District; Dodballapur-Chikballapur Road in the Kolar District; Kotgudda-Pavagada Road and Gubbi-Chelur Road in the Tumkur District; Balehonnur-Narasimharajapura in the Kadur District; Bhadravati on Channagiri Road and another on Sorab-Sirsi Road in the (Shimoga District) and at Yelladakeri, Pilapura, Gollarahalli, Musturu, Madadakere, Talavarahalli and Dibbadahalli in the Chitaldrug District.

(4) That fresh toll-gates may be established on the Sivasamudram Bridge and at Paschimavahini in Mysore District and at Sakrepatna in the Kadur District.

(5) That the following adjustment in the location of toll-gates be ordered to avoid inconvenience and harassment to people of the localities concerned, namely (1) that the gate on Maddur-Sivasamudram Road be shifted to Rotti-Katte; that of Dodkurgod towards the frontier near the boundary; that of Tadigol beyond Royalpad and lastly that the toll-gates at Dodhalli, Rajavanthi and Chandrabhavi in Tumkur District and Sowlanga, Honnali and Malebennur in the Shimoga District be treated as one gate.

(6) That there should be reciprocity between the gates (1) at Hindignal and Narasapur (2) at Sivasamudram Bridge and Rotti-Katte and (3) Paschimavahini and Wellesly Bridge, and

(7) That cattle passing out of Mysore to neighbouring British Provinces for or by way of sale should not be exempted from payment of tolls in the State gates.

Government have carefully considered the several recommendations of the Committee and are pleased to accept the same with the following modification:—

The toll-gates at Hampapur may be retained and the toll-gates at Byrapatna and Narasapur may be shifted a suitable distance to the Mysore and Bangalore side respectively and the toll-gate at Gundlupet to the boundary between the Nanjangud and Gundlupet Taluks so as not to interfere with small local traffic.

Action will be taken separately in the matter of removing the misconception said to exist regarding the levy of District Fund tolls at more than one gate in a District and in regard to levy of toll fee on cattle passing out of the State.

B. NARAYANASWAMI IYENGAR,
Offg. *General Secretary to Government.*

ANNEXURE.

No. L. 6215—L. B. 111-28-23, dated, Bangalore, 22nd March 1929, from T. K. Somesvara Iyer, Esq., Secretary, Toll-gate Committee, to N. Madhava Rao, Esq., B.A., B.L., Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore.

With reference to Government Order No. L. 3940-64—L. B. 111-28-1, dated 1st December 1928, appointing a Committee consisting of the marginally noted gentlemen to go into the question of reducing the number of Toll-gates established on the several Provincial and District Boards Roads, I am directed to submit herewith the accompanying report of the Committee, Messrs. Niligiri Sanjeeviah and Rao Bahadur N. S. Nanjundaiya, have not sent their final opinion on the draft report sent to them for remarks. But their opinions as given at the meeting are embodied in the report.

1. The Revenue Commissioner in Mysore (Chairman).
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. Do do Hassan.
5. Mr. K. V. Anantharaman, B.A., Deputy Commissioner. Mysore.
6. ,, Niligiri Sanjiviah, Member, Representative Assembly.
7. ,, M. S. Lingegowda, Member, Representative Assembly.

REPORT OF THE TOLL-COMMITTEE APPOINTED IN GOVERNMENT ORDER No. L. 3940-64—L. B. 111-28-1, DATED 1ST DECEMBER 1928.

In the above order, Government appointed a Committee consisting of the marginally noted members to go into the question of the reduction of the number of Toll-gates established on the several Provincial and District Fund Roads from time to time and to submit their recommendation to Government within a period of two months.

1. The Revenue Commissioner in Mysore (Chairman).
2. The Chief Secretary to the Government of Mysore.
3. The President, District Board, Bangalore.
4. Do do Hassan.
5. Mr. K. V. Anantaraman, B.A., Deputy Commissioner, Mysore.
6. ,, Niligiri Sanjiviah, Member, Representative Assembly.
7. ,, M. S. Lingegowda, Member, Representative Assembly.

2. The Committee regret that owing to several causes, the report could not be submitted within 1st February 1929 as required.

3. They held two meetings, one on the 10th January 1929 and the other on the 2nd February 1929. The Chief Secretary could not be present at either of these meetings and Rao Bahadur Mr. N. S. Nanjundaiya was not also present at the second meeting.

4. At the first meeting, certain tentative conclusions were arrived at and in accordance therewith a map was got prepared for further scrutiny and the whole question of the location of the toll-gates, both Provincial and District Board was carefully considered at both the meetings and the Committee now beg to submit the following recommendations on the question referred to them.

5. The Committee considered that there should be a distance of not less than 25 miles between two Provincial toll-gates; that this rule should be strictly adhered to and those gates which did not satisfy the condition should be abolished, but that there should be no limit as to distance as regards District Board gates and that consequently the discretion of the District Boards regarding location of gates need not be interfered with as under section 66 (5) of the District Boards Regulation, only one toll is payable in a whole District in a period of 24 hours, irrespective of the number of toll-gates therein. They were however of opinion that the ruling that only one toll is leviable should be made clear to avoid misconception on this point, as there seems to be an impression on the part of some of the District Boards that the exemption applies only to the particular gate at which the toll is levied.

6. Finally they considered that pending final decision on the report of the British India Roads Committee by that Government and the introduction of similar measures if any in the State for the replacement of tolls by any other tax, the system of levying tolls might continue and the Municipal Councils should be required not to levy toll on through traffic.

7. The Committee examined the several toll-gates with reference to the above principles and they now beg to submit the following recommendations as regards the reduction or adjustment of the existing toll-gates.

A. PROVINCIAL TOLL-GATES.

1 AND 2. BANGALORE AND MYSORE DISTRICTS.

8. All the existing toll-gates in the Bangalore District might be retained except those at Byrapatna and Avati. The gate at Byrapatna is unnecessary as there is a toll-gate on the Wellesley Bridge at Seringapatam and causes a somewhat heavy levy on through traffic from Mysore and the frontier to Bangalore, while it is irksome to the people of Channapatna, and the gate at Avati may be abolished as the traffic is very light and there are toll-gates at Chikballapur and Bagepalli. In view of the fact that the Hindiganal toll-gate is situated at a distance of 12 miles from the Narasapur toll-gate in the Kolar District, complete exemption may be given to carts passing through one gate, when they have paid toll in the other gate within a period of 24 hours; and in view of the existence of a Provincial gate at Dobspet, the District Fund toll-gate at Dobspet-Koratagere Road at Makanahalli which is within five miles from the former may be abolished.

9. The toll-gate on the Maddur-Sivasamudram-Kollegal Road in the Mysore District is reported to cause some harassment to the people of Malvalli. With a view to give them relief it is proposed to shift this to Rottikatte and also to locate a toll-gate near the Sivasamudram Bridge, payment at the Rottikatte gate clearing the gate near the said bridge and *vice versa*. It is further proposed to open a bridge toll at Paschimavahini with the condition that vehicles paying taxes in Paschimavahini will be entitled to exemption from payment of toll at the Wellesley Bridge gate and *vice versa*. It is considered that the above arrangement will give relief to people and make up for the loss of revenue arising by the abolition of the gate at Byrapatna.

10. It was also considered that the gates at Gundlupet, Hampapur and Yelwal in the Mysore District should be abolished and that as regards the Attibele toll-gate in the Bangalore District, arrangement should be made for reciprocity with the adjacent British toll-gates.

11. In this connection, the Committee were strongly of opinion that cattle passing out of Mysore to neighbouring British Provinces for or by way of sale should not be exempted from payment of tolls in the toll-gates in the State.

3. KOLAR DISTRICT.

12. The proposal of the Kolar District Deputy Commissioner to shift (1) the Viduraswatha (Dodkurugod) toll-gate towards the frontier near the boundary, (2) the Tadigol gate beyond Rayalpad was approved. It was resolved to abolish the gate at Tippaganahalli on the Dodballapur-Goribidnur Road, as there is one at Viduraswatha (Dodkurugod).

4. TUMKUR DISTRICT.

13. The gates at (1) Dodhalli, (2) Rajavanthi and (3) Chandrabhavi should be treated as one gate and the Bidarammanagudi gate may be abolished as it is only six miles from Arsikere and 14 miles from Banavar. A toll-gate may be established near Sakrepatna so as to catch the traffic to Chikmagalur, abolishing the toll-gate at Kartikere in the Kadur District.

5. HASSAN.

14. With reference to the proposal of the Deputy Commissioner, Hassan, to abolish the gate at Cheekanhalli, the Committee considered that it might be retained as it is on one of the main routes through Coffee Estates, but toll may be levied only on motor vehicles as in the case of Wellesley Bridge toll.

6. KADUR.

15. As already decided above, the Kartikere toll-gate may be abolished and the others retained.

7. SHIMOGA.

16. On account of the existence of a toll at the Bhadra Bridge, the District Fund toll-gate at Bhadravati on the Bhadravati-Channagiri Road may be abolished as the latter is too near the former which has to be retained.

17. In view of the existence of a toll-gate at Agumby, the gate at Malur may be abolished.

18. Sowlanga, Honnali and Malebennur gates should be treated as one gate and traffic passing through any of these gates should be exempted from payment of tolls in the other gate or gates, when tolls have been paid thereon in the other gate or gates in a period of 24 hours.

8. CHITALDRUG.

19. All the existing gates may be retained.

9. DISTRICT FUND TOLL-GATES.

1. BANGALORE DISTRICT.

20. It was resolved to retain all the existing District Fund gates with the exception of those at (1) Magadi-Huliyurdrug Road and (2) Dobspet-Koratagere Road, and Mr. Sanjeeviah wanted the toll-gate at Anekal to be abolished. This was not agreed to by the other members present.

2. KOLAR.

21. The toll-gate on the Dodballapur-Chikballapur Road may be abolished and the rest may be retained.

3. TUMKUR.

22. The toll-gates on (1) Kotgudda-Pavagada Road and (2) Chelur-Gubbi Road may be abolished and the rest may be retained.

4. MYSORE.

23. All the existing District Fund toll-gates may be retained.

5. HASSAN.

24. Same as above.

6. KADUR.

25. All except the gate on Balehonnur- Narasimharajpura Road may be retained.

7. SHIMOGA.

26. With the exception of the gate at Bhadravati on the Channagiri Road and the one on the Sorab-Sirsi Road, the rest may be retained.

8. CHITALDRUG.

27. There are a large number of gates in this District and complaints have been received against this. The District Board have recommended the abolition of all the gates. The Deputy Commissioner has recommended the abolition of 7 gates as noted in the margin.

1. Hiriyur-Huliyur Road at Yelladakere.
2. Hosdurga-Ajjampur Road at Pilapura.
3. Anji-Huchangidurga Road at Goliarhalli.
4. Jagalur-Challakere Road at Mustur.
5. Hosdurga-Hiriyur Road at Madadakere.
6. Hanagal-Ulavasankanahalli Road at Talavarhalli.
7. Malebennur-Channagiri Road near Dibbadahalli.

28. Mr. Sanjeevaiya was of opinion that all the 14 gates recommended by the District Board may be abolished. But the other members considered that the Deputy Commissioner's recommendation might be approved.

29. The suggestion of the President, Octroi Committee to have a joint meeting of the Committee with the Octroi Committee was considered and it was resolved that as this Committee were appointed only to go into the particular question of reduction of the existing toll-gates and not into the principles relating to the levy or abolition of tolls, there is no necessity for a joint meeting of these two Committees.

30. The Committee desire to place on record their appreciation of the help they received from the Secretary, Mr. T. K. Someswara Iyer whose intimate knowledge of the subject was of great use to them.

(Sd). P. G. D'SOUZA.
" K. V. ANANTARAMAN.
" B. ABDUR RAHMAN.
" M. S. LINGE GOWDA.
" N. S. NANJUNDIAH (since received)

Minute by the Cheif Secretary.—

(i) "I do not agree it will be feasible to enforce the suggestion that Municipal Councils should not levy tolls on through traffic.

(ii) I am not in favour of abolishing the toll-gates at Byrapatna, Gundlupet, Hampapur and Yelwal, which yield between them nearly Rs. 40,000 per year."

(Sd.) N. MADHAVA RAO.

Scale of contribution towards the expenses of District Conferences.

READ—

Government Order No. L. 6237-97—L. B. 116-26-3, dated the 7th March 1927, issuing revised rules for the constitution and working of District Conferences in the State and fixing the annual contribution of Rs. 150 from Government towards the expenses of each Conference.

2. Government Order No. L. 2703-11—Ml. 66-28-66, dated the 9th October 1928, prescribing the marginally noted scale of expenditure in respect of contribution by the several Municipal Councils in the State towards the expenses of the District Conferences in future, sanction of Government being obtained in regard to grant of larger amounts.

Town Municipal Councils Rs. 50 per annum.
Minor Municipal Councils Rs. 25 per annum.